lead through the dangerous navigation of that passage to the Frith of Clyde; one upon the Island of Devaar, to open up Campbeltown Loch as a harbour of refuge; one in Lochindaul, Islay, to open it up as a harbour of refuge; one in Kyle-Akin, Skye, as a guide through that inner sound; and one on the Island of Græmsay, in Hoy Sound, to open up the important harbour of refuge at Stromness.——The expenditure of the Irish Board of Works for October and November has been 442,150*l.* 2s. 1d. The number of men employed on 28th November was 273,023.——A castellated tower, designed by Mr. Clarke of Bristol, is to be erected at Guernsey, to commemorate the rare occurrence of the landing of the sovereign, and to serve as a telegraph station for Alderney, and as a look-out, says a contemporary, for royal and other flags.

DUTY OF EMPLOYER AND EMPLOYED.

Sir,—I should much like to see your instructive paper the medium of inculcating a closer connection between the two classes, employers and employed, of our metropolis; and surely your Christian readers, who are looking at this world merely as the wilderness of their pilgrimage, would not willingly, though many do inadvertently, lay such a stress on the minor differences of station in this life, as to treat their poorer brethren like members of another species. Every principal ought to take all possible pains to become acquainted with the condition of all under him; and then, both by precept, kindly tendered, and example, modestly exhibited, inculcate a moral and religious life. This knowledge of the circumstances of his workmen would often enable a master, at a very small sacrifice to himself, to render them, on any trying occasions, such assistance as would very much alleviate the troubles incidental to poverty, even when combined with industry. However he may conceal the fact from himself, every master who does not strictly perform his duty towards all his dependents, will find hereafter that he is responsible for his neglect. I would not be misunderstood as encouraging a feeling of universal equality; on the contrary, I would have every one strive cheerfully to fulfil the duties of the station in which it has pleased God to place him; but I know from experience that a mild and humane system of treatment is more likely to ensure obedience than harsh, overbearing conduct.

One good effect of attention to the foregoing suggestions, would be to check the awful amount of swearing now commonly practised by the lower classes, and, I am sorry to say, not entirely confined to them. The excuse of no meaning in their profane expressions may be pleaded, but will it be accepted as an excuse for the continued violation of the third commandment?

I have not put my name to this rough sketch, lest any persons of my acquaintance might fancy the remarks personal, which I can assure you would not be correct. It is the system I wish to see advocated, and not individuals attacked; and though, to any one taking offence, I might say, with the fabulist,

> "If I lash vice in general fiction,
> Is't I apply, or self conviction?"

I think the maxim of the poet,

> "Men should be taught as tho' you taught them not,
> And things unknown proposed as things forgot,"

is the better plan. VERITAS.

30th Nov. 1846.

TENDERS FOR SEWER.

Tenders delivered on the 4th inst., for 447 feet of second size sewer (4 feet by 2 feet 6 in.), in Hann's-terrace, Chelsea:—

Starkie	£304
E. O. Symons	288
Dethick	285
Gardiner	285
Todd	280
Battenbury	274
Aslett	267
Yeoman	266
Humphreys and Thirst	260

The lowest was accepted.

RAILWAY JOTTINGS.

A new first-class carriage in four compartments, 27 feet long, running on eight wheels and, notwithstanding, said to be superior to the usual carriages, in facility and safety of rounding curves, in lightness of draught, and in absence of oscillation, has been lately constructed by Mr. Booth, the carriage builder to the London and North Western Amalgamated Company. It is adapted for the accommodation of twenty-four passengers, with guards and luggage, costs about 600*l.* and has been already put to use in several journeys to London.——The wires of the electric telegraph are rapidly establishing a wonderful system of communication between points hitherto distant in all senses, and difficult of connection. The Canadas are thus about to be peaceably annexed to the United States; and the *time* distance between the metropolis of our own country and its provinces will soon be annihilated. The electrical running to and fro of *knowledge* or intelligence between London, Liverpool, and Manchester, along the London and North-Western line of railway, is to be forthwith accomplished. The wire-nerves are in course of deposition; and, when fully organized, the prolongations from the Euston-square "medulla oblongata," into the encephalic centre at the Royal Exchange, will next be established.——A patent has been taken out by a Mr. Jones, of Chester, for an improvement in the mode of preparing carbon or charcoal as a permanent and brilliant paint for water-proofing and other railway or general purposes. The difficulty of pulverizing the charcoal of wood to a sufficient fineness in the ordinary grinding mills, has been overcome by the removal, under this patent, of the finer particles, in the form of dust, by aid of a stream of air, more or less gentle, according to the fineness requisite.——On Thursday week the roof of a station on the Eastern Counties Line, at Flitton, near Peterborough, fell, in consequence, it is said, of the insufficiency of the foundation, erected near the banks of the river, and in all probability wanting what we have so much recommended, and what in such circumstances is so essential to stability of structure, namely a sufficient cementation with hydraulic lime or Roman cement.——"Much interest," says the *Essex Standard*, "was evinced [during the opening of the Ipswich and Bury line, on in the approach to Stowmarket, the locality of the fearful bogs, of which so much has been written. Nothing is to be seen except a low embankment, not more than four to five feet high, across a swampy marsh; but that something unusual has been overcome is apparent from the great width of the embankment, which, in some places, is more than 100 yards; all laid upon immense layers of faggots, brushwood, and hurdles, crossed and recrossed; strengthened by rows of timber; so that, in fact, the whole forms a huge matwork of earth, bushes, and timber. Upon this, longitudinal timbers, extending the whole length of the bogs, are laid; firmly scarfed and plated together with iron; and, upon these again, the cross sleepers are laid which carry the rails; but which appear stronger, and placed closer together, than usual. So firm indeed, does the road appear, that the rapid passage of the engine and train produced no yielding effect that was visible; and we were assured (and so far as our own judgment went, we felt assured of its correctness), that it is as sound and secure as any part of the line." The method which we pointed out as the one most likely to be successful, namely, that by which the like difficulty was overcome at Chat Moss, on the Liverpool and Manchester line, appears to have been at length successfully carried through in crossing this equally formidable morass.——An embankment across a bog near Allanbridge, on the Scottish Central Railway, has disappeared; in all probability from neglect of the same valuable experience already gained, at so much cost, both at Chat Moss and at Stowmarket.

Wood Pavement.—In order to form a roughened surface for the horses, every alternate course of the wood pavement by the side of the Royal Exchange has been cut down about an inch; the result of which is a jar to the carriages passing over it that much injures them.

KENSINGTON WORKHOUSE COMPETITION.

The cost of carrying out the design ultimately chosen by the guardians, appears like that of the first, greatly to exceed the sum stipulated, 9,000*l.* We have hitherto refrained from alluding to it, because we understood that the architect was of opinion that the quantities had not been taken out correctly, and had obtained permission to examine them, before a decision was come to upon the matter. Being applied to, however, from several quarters for the result of the estimates, we give the highest and lowest with some of the intermediate amounts:—

Nicholson	£17,354
Woods and Wheeler	16,116
Sissons	14,488
Curtis	14,410
Benton	13,436
Cooper and Davis	13,270
Trego	13,722

THREATENED REMOVAL OF WESTMINSTER BRIDGE.

The consternation amongst owners and occupiers in the line of the present unlucky bridge, caused by its threatened removal, as already alluded to, increases every day. *The Civil Engineers' Journal* has the following remarks on the subject:—

"We fear the construction of this new bridge will be most detrimental to existing interests, and cause the greatest inconvenience to the inhabitants of Westminster. It will not only destroy the direct line of thoroughfare from Pimlico, through the Park and Great George-street, over Westminster-bridge, to the Elephant and Castle and the Surrey-roads, but it will be the cause of increasing the traffic through the already over-crowded thoroughfares from Charing-cross to the City, as it is now far nearer and quicker, to go from the Law Courts and Parliament-street over Westminster-bridge to the City, the Brighton and Dover Railways, and ultimately to the new station of the South-Western Railway; and consequently this traffic, if this new bridge be constructed, will be directed along the Strand; and besides, there will be a distance of a mile through Westminster from Vauxhall-bridge to the site of the proposed new bridge, that will be entirely cut off from the Surrey side, excepting by the circuitous route over those two bridges. By a reference to the map of London, it will be seen that if this new bridge be carried over the river at right angles to the above at Whitehall-place, the end on the Surrey side will almost come in contact with the foot of Hungerford-bridge! Surely the direct communication from Charing-cross over this last bridge is ample accommodation for the public, without intruding another within a stone's throw.

Why the new bridge should be removed from the present site of Westminster-bridge we cannot devise. A new bridge might be constructed on the eastern side of the present bridge, and the latter pulled down when the new one is erected, as was done with Old London Bridge. By removing Westminster-bridge, the only land-view from which a perspective view can be obtained of the new Houses of Parliament, will be lost, and, as we before stated, all the elaborate and minute sculpture and decorations will not be seen. To get a view of the grand façade, we shall be obliged to go in one of the river steamers, and catch a transient glimpse as the vessel passes along.

Can it be supposed that Parliament will sanction such a scheme, to the destruction and despoliation of all the valuable interests connected with the trade and property in Westminster and Lambeth? and ultimately cause another bridge to be constructed, at the expense of the public, somewhere above the new Parliament Houses, which must follow if Westminster-bridge be removed from the present site."

A Statue to Shakspeare from Womankind.—An appeal to women to raise a statue to Shakspeare, their "own especial poet—the laureate of their best qualities—the champion of their dearest rights—and the chief means of indicating and establishing their true social position," is in circulation. It is signed "Mary Cowden Clarke, Craven Hill Cottage, Bayswater."

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